

**Report Date:** 30 Apr 2012

**Summary Report for Individual Task  
551-8ST-4014  
Direct a Damage Control Team  
Status: Approved**

---

DISTRIBUTION RESTRICTION: Approved for public release; distribution is unlimited.

DESTRUCTION NOTICE: None

**Condition:** Aboard a vessel, day or night, under all sea and weather conditions, during a routine drill or an actual emergency.

**Standard:** The Soldier directed a damage control team in accordance with (IAW) the applicable references and individual supporting tasks in order to prevent, minimize, localize, and/or control damage to the vessel.

**Special Condition:** None

**Special Standards:** None

**Special Equipment:**

**MOPP:**

Task Statements
-----------------

**Cue:** None

DANGER
--------

None
------

WARNING
---------

None
------

CAUTION
---------

None
------

**Remarks:** None

**Notes:** None

## Performance Steps

1. Direct a damage control team prior to an emergency.

Remarks: Knowledge the Soldier must have:

K-1: The Soldier must be familiar with the CRM process for identifying hazards and controlling risks across the full spectrum of Army missions, functions, operations, and activities.

Reference: Title: FM 5-19, Composite Risk Management Date: July 2006

- a. Utilize composite risk management (CRM) in all aspects of directing a damage control team.

Remarks: Knowledge the Soldier must have: K-1:

The 40-level Soldier must be familiar with the frequency of tests, drills, and inspections (TDIs) IAW AR 56-9, Table 2-1.

- b. Direct ongoing tests, drills, and inspections that pertain to vessel damage control.

- (1) Ensure station bills are posted and updated with crew members and their emergency stations prior to sailing.

- (2) Ensure vessel log book entries concerning the damage control team have been annotated IAW AR 56-9.

- (3) Ensure the TDI log book entries (both deck and engine) are reflected IAW AR 56-9, Table 2-1.

- c. Train crewmembers on the following damage control team responsibilities and procedures:

- (1) Following the vessel's fire and emergency station bill.

- (2) Determining the nature of the damage; most damage can be classified as one of the following:

- (a) Large holes below the waterline

- (b) Small holes and cracks below the waterline

- (c) Holes in the hull above the waterline

- (d) Punctured, weakened, or distorted bulkheads

- (e) Flooded machinery compartments or other vital spaces

- (f) Warped or sprung doors and hatches

- (g) Weakened or ruptured beams, supports, and other strength members

- (h) Ruptured or weakened decks

- (i) Wreckage interfering with system function

- (j) Ruptured or cracked pipe lines

- (k) Severed or damaged electric cables

- (l) Broken or distorted foundations under machinery

- (m) Broken or pierced machinery units

(n) Fire with its attendant heat, smoke, and other damage

(3) Communicating the nature of the damage to the bridge

(a) Means by which to report known or suspected damage

(b) Information to include in the initial report (i.e., type of damage, location, estimate of extent of damage, name of individual).

(c) Maintaining continual flow of information about the damage control or deteriorating situation

(4) Localizing and controlling damage

(a) Securing electrical circuits

(b) Repairing pipelines

(5) Using shoring accordingly and correctly to prevent waste of materials.

Note:

(6) Taking measures to control and prevent further damage

Note: Knowledge the Soldier must have:

K-1: The 40-level Soldier must be familiar with the tasks to train and battle drill format used for training and evaluating crewmembers IAW FM 55-50.

Battle drills successfully train personnel through deliberate repetitious training, making necessary actions become second nature.

source Requirements:

Reference:

Title: FM 55-50, Army Water Transport Operations

Date: 30 September 1993 Pages: Chapter 13-1

Supporting Individual Task: 551-8ST-1022, Perform as a Member of a Damage Control Team

d. Evaluate damage control team members.

(1) Verify that team members have performed all responsibilities IAW Task #551-8ST-1022, Perform as a Member of a Damage Control Team.

(2) If mistakes are made, verify that crewmembers understand the correct actions to take and have them repeat tasks until they get it right.

2. Direct a damage control team during the emergency.

a. Determine the type of emergency being posed to the vessel.

b. Sound the general alarm and report the nature of the emergency to the bridge.

c. Ensure proper deployment of the damage control team and damage control equipment. (e.g., firefighters trained in Self Contained Breathing Apparatus sent in to fight fires)

d. Ensure damage control team members report to their assigned stations and perform duties as per the station bill.

3. Direct a damage control team after the emergency.

- a. Account for all crewmembers and equipment.
- b. Assess the damage and ensure the emergency has been dealt with.
- c. Inform the bridge of vessel worthiness and crew status.
- d. Await orders from bridge to stand down from general alarm or emergency.
- e. Get an account of the damage from all members of the damage control team and make note

Remarks: Knowledge the Soldier must have:K-1:  
The Soldier must be familiar with the process for performing an after action review.

- f. Conduct an after action review.

- g. Document all known entries into rough and actual vessel log books.

(Asterisks indicates a leader performance step.)

**Evaluation Preparation:** None

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Did the Soldier utilize CRM in all aspects of directing the damage control team? utilize CRM in all aspects of directing the damage control team?			
2. Did the Soldier direct ongoing tests, drills, and inspections prior to an actual emergency?			
3. Did the Soldier train and evaluate crewmembers on damage control procedures and responsibilities?			
4. Did the Soldier: During an actual emergency, determine the type of emergency being posed to the vessel, sound the general alarm, and report the nature of the emergency to the bridge?			
5. Did the Soldier ensure proper deployment of the damage control team and damage control equipment?			
6. Did the Soldier account for all crewmembers and equipment after the emergency has passed?			
7. Did the Soldier assess the damage and ensure the emergency has been dealt with?			
8. Did the Soldier inform the bridge of vessel worthiness and crew status?			
9. Did the Soldier await orders from bridge to stand down from general alarm or emergency?			
10. Did the Soldier get an account of the damage from all members of the damage control team and make note.			
11. Did the Soldier conduct an after action review?			
12. Did the Soldier document all known entries into vessel log books?			

**Supporting Reference(s):**

Step Number	Reference ID	Reference Name	Required	Primary
	AR 56-9	Watercraft	No	No
	FM 5-19	COMPOSITE RISK MANAGEMENT	No	No
	FM 55-50	Army Water Transport Operations (Reprinted w/Basic Incl C1)	No	No
	TM 55-1905-223-SDC	SHIPBOARD DAMAGE CONTROL MANUAL FOR LANDING CRAFT UTILITY (LUC) (NSN 1905-01-154-1191)	No	No
	TM 55-1915-200-SDC	SHIPBOARD DAMAGE CONTROL MANUAL FOR LOGISTIC SUPPORT VESSEL (LSV) (NSN 1915-01-153-8801)	No	No
	TM 55-1925-273-SDC	SHIPBOARD DAMAGE CONTROL MANUAL FOR INLAND AND COASTAL LARGE TUG (LT)	No	No

**Environment:** vironmental protection is not just the law but the right thing to do. It is a continual process and starts with deliberate planning. Always be alert to ways to protect our environment during training and missions. In doing so, you will contribute to the sustainment of our training resources while protecting people and the environment from harmful effects. Refer to FM 3-34.5 Environmental Considerations and GTA 05-08-002 ENVIRONMENTAL-RELATED RISK ASSESSMENT.

**Safety:** In a training environment, leaders must perform a risk assessment in accordance with FM 5-19, Composite Risk Management. Leaders will complete a DA Form 7566 COMPOSITE RISK MANAGEMENT WORKSHEET during the planning and completion of each task and sub-task by assessing mission, enemy, terrain and weather, troops and support available-time available and civil considerations, (METT-TC). Note: During MOPP training, leaders must ensure personnel are monitored for potential heat injury. Local policies and procedures must be followed during times of increased heat category in order to avoid heat related injury. Consider the MOPP work/rest cycles and water replacement guidelines IAW FM 3-11.4, NBC Protection, FM 3-11.5, CBRN Decontamination. a training environment, leaders must perform a risk assessment in accordance with FM 5-19, Composite Risk Management. Leaders will complete a DA Form 7566 COMPOSITE RISK MANAGEMENT WORKSHEET during the planning and completion of each task and sub-task by assessing mission, enemy, terrain and weather, troops and support available-time available and civil considerations, (METT-TC). Note: During MOPP training, leaders must ensure personnel are monitored for potential heat injury. Local policies and procedures must be followed during times of increased heat category in order to avoid heat related injury. Consider the MOPP work/rest cycles and water replacement guidelines IAW FM 3-11.4, NBC Protection, FM 3-11.5, CBRN Decontamination.

**Prerequisite Individual Tasks :** None

**Supporting Individual Tasks :** None

**Supported Individual Tasks :** None

**Supported Collective Tasks :** None